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Grand·Prix

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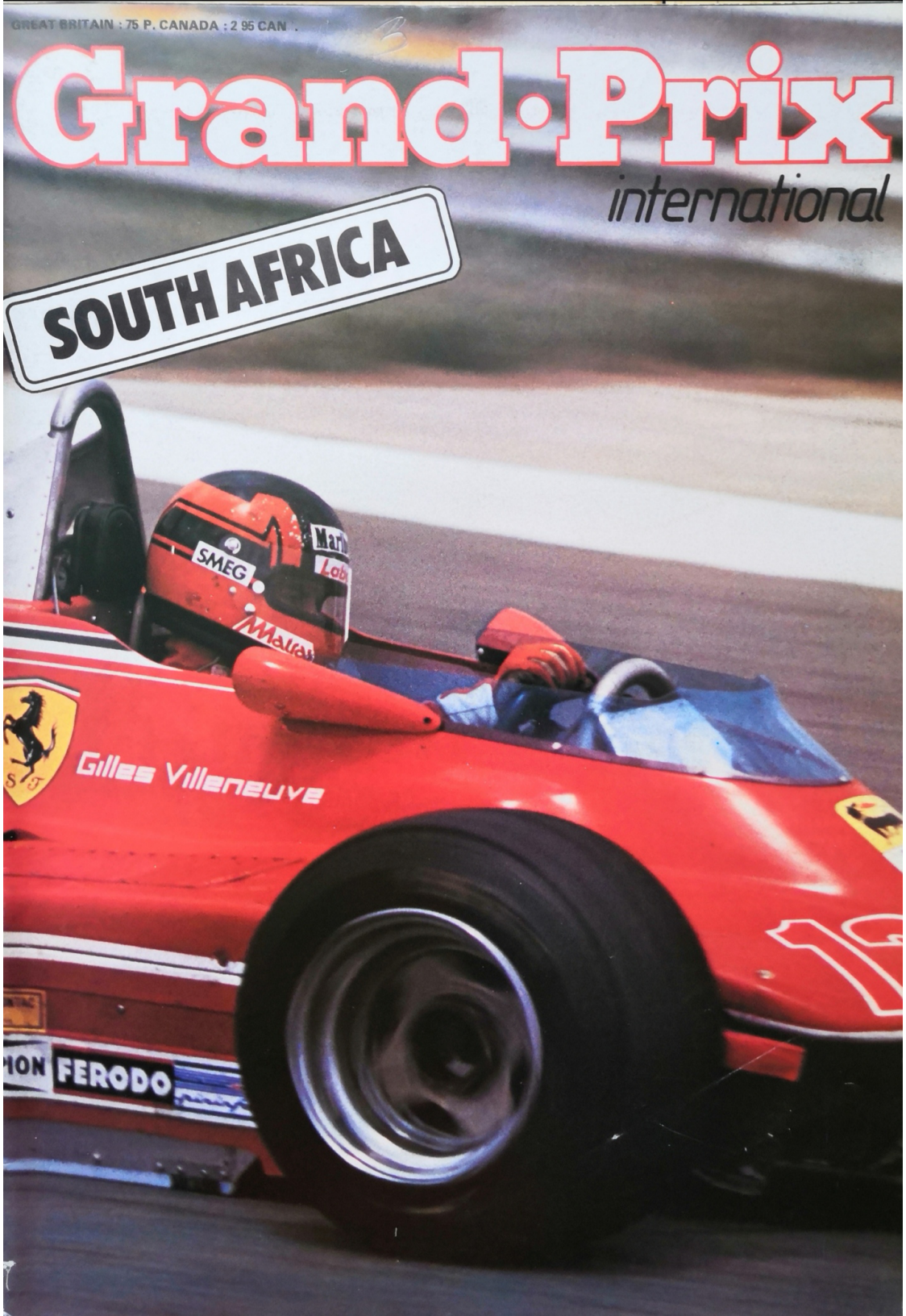

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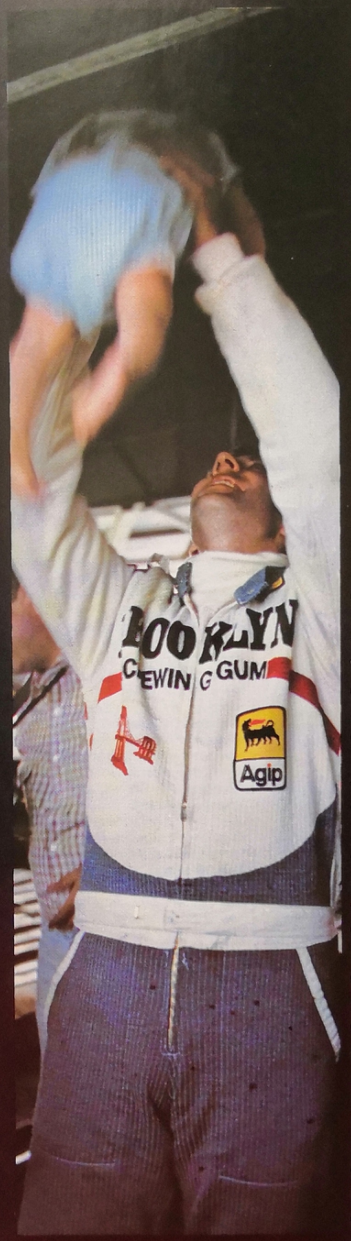

RED IS BACK

Who would have dared to predict it after the two South American Grands Prix? At the beginning of the season the Lotus 79's domination had given way to that of the Ligiers. Kyalami was the scene of another reversal of the situation. From blue the dominant colour changed to red. On their first official outing in a race, the 312 T 4 Ferraris carried off the double in the most convincing manner possible without giving anybody else the slightest chance. Even if the rain slightly modified the course of events and even if the Michelin tyres represented a determining factor in obtaining this very good result, the exploit of the whole Scuderia must be underlined, as it was no small effort for them to have imposed their new single-seater first time out. The T 4 showed itself to be a formidable racing car, and according to what its drivers say it should be much happier at Long Beach than Kyalami. However the Ligiers JS IIs, unlucky at Kyalami, will certainly have their revenge in the future. And then of course the Lotus 80s will soon appear as well as the Renault wing car. At the present moment the season has a tendancy to crown the newcomers. So, is there another surprise in the offing? Unless of course, Gilles Villeneuve who no longer leaves anybody in doubt as to his talent and serious approach, continues his run of success as Laffite did a month before.

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ON SALE 10 DAYS AFTER EACH GRAND PRIX

The paddock in Kyalami

THE ALFA-ALFA: FOR ZOLDER

The rumours concerning the coming entry of the Formula 1 Alfa Romeo have been confirmed. It will almost certainly make its debut in the Belgian Grand Prix at Zolder in the hands of Bruno Giacomelli. It will be equipped with Goodyear tyres, as Pirelli in concentrating on Formula 2 to gain more experience. The model entered for Zolder should be the one tested on the Balloco circuit last year by Brambilla using the flat engine. The new model designed with the new V 12 in wind may appear in July.

THE NEW ENSIGN MN 179: WHAT A SURPRISE

Presented a few days before the South African Grand Prix, the new Ensign MN 179 made its first appearance at Kyalami during the pre-practice sessions in the week before the Grand Prix. With the financial aid of the American Chuck Jones and the support of Teddy Yip's Theodore Racing (whose colours will be carried by the Ensign from now on) Mr. Nunn thinks that he has started off this year on the right footing.

The least that can be said is that the appearance of his new car is surprising, especially where the placing of the oil radiator (small) and the water radiator (big), which are positioned longitudinally in the cockpit axis, is concerned. The air, after flowing across the radiators, is evacuated along the sides of the cockpit (for the oil) and at suspension level (for water).

Although a ground effect car the Ensign does not embrace the usual characteristics. First of all because of the positioning of the radiators, and then because of the monocoque which is not as narrow, by a long chalk, as the cars of the same generation. The fuel tank extending the cockpit is not the only one, two other tanks are concealed in the flanks. The suspension on the other hand corresponds to the present day fashion with a very large lower arm, and the spring, shock absorber combination fitted in board.

Derek Daly seemed to have enormous confidence in his new single-seater's potential, and in any case was not afraid of being too hot in the cockpit. Perhaps the airflow has been seriously studied!

JABOUILLE ALREADY QUICKEST

Fifteen days before the South African Grand Prix several teams had five days practice on the Kyalami track.

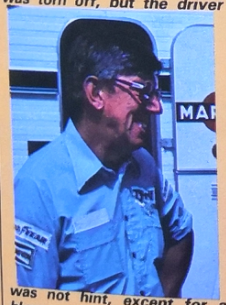
On the last day Jean-Pierre Jabouille managed to put in the fastest lap in 1' 12" 5 which was considerably quicker than Lauda's last year's pole (1' 14" 65). Villeneuve and Scheckter then succeeded each other at the wheel of the new T 4 Ferrari getting round in 1' 12" 8 and 1' 12" 9 respectively. However comparaison with other teams was invalidated as Michelin had brought qualifying rubber contrary to Goodyear. Andretti and Lauda finally got down to 1' 13" 9, and Jarier and Watson both managed 1' 14" 4. Then came Pironi (1' 14" 6), Fittipaldi (1' 16" 2), de Angelis (1' 16" 4), Lammers (1' 16" 6), Rebaque (1' 18" 1) and Daly (1' 21" 2).

The Ligiers were still at Vichy the Michelin qualifying tyres were comfortably ahead of the hard Goodyear rubber as was to be expected. This hierarchy thus gave a very provisional indication of things to come. However practice was useful for everybody and for Jabouille in particular, who tried a new version of the turbo which he did not adopt, preferring to play it safe with the old version as the time lag was shorter.

TYRRELL PUTS THINGS STRAIGHT

Ken Tyrrell was somewhat surprised by the statements attributed to Didier Pironi concerning the strenght and safety of the 009s. According to Ken, Pironi's accident at the end of the last official practice session was a fair test of his car's safety.

"The 009" he said "had the most difficult test possible at Kyalami namely an accident: all the right side of the car, apart from the rear wheel, was torn off, but the driver



was not hint, except for a blow on the head from a stake. A stake is something outside the car. The cockpit stood up well as did the fuel tank. The car was doing about 240 km/h and even a lorry undergoing such an impact would have been damaged. Personnally, I think that wing-cars are stronger and safer than traditional cars for two reasons:

1. The radiators on the sides represent a big enough deformable mass to absorb impacts.

2. The fuel tanks are positioned in the middle of the car and are therefore better protected. It's here that fuel has the least chance of being hit, and in Didier's case the fuel tank was not even touched.

I'd also like to make it clear that there's no connection between the construction of a car and the fact of having or not having a sponsor. This wing-car was designed after the British Grand Prix and constructed with last season's budget."

THE FISA-FOCA WAR: BERNIE'S EXPLANATION

A communique signed by nine FOCA Constructors and published in Modena two weeks before the South African Grand Prix, set fire to the powder; from now on, between the FOCA and the FISA it is open warfare. The FOCA because of the "improvisations of the President," rejects the FISA's authorithy in relation to which it wants its own autonomy for the organization of F 1 races. If the FIA immediately reacted by confirming the legitimacy of the FISA, it is still true that Bernie Ecclestone is trying to obtain the blessing of the FIA alone, or at least that is what he said to us at Kyalami. ***"Our communique was in fact directed against the FISA."*** Bernie Ecclestone confirmed. ***"We should have acted like this a long time ago. For the moment things can't improve, as it's a very bad thing when the President of a Sporting Group behaves in such a way: Mr. Balestre wants to be Clerk of the Course, Scrutineer, FISA President, FIA Vice President, he wants to look after the Press and the Formula 1 Working Group. He can't do everything. Result, everybody's fed up. Everything's becoming too complicated and too confused. Our undertaking is big enough, and we don't need someone like him looking after our business. We want to be under the FIA, and we'll be very happy to achieve thus."***

—Balestre has been President for only two months. Aren't you going to give him time to act.

"We think he sould have started otherwise. In any case he should do what he has to do and not something else."

—The FISA's reaction may be very strong!

"I don't know. I've no idea. We don't want to be governed by the FISA any longer. Thus they can do what they like. We'll be governed by people whom we want. Nobody will tell us what to do. We don't want to be under the FISA's authority, but directly under that of the FIA."

—Was it the Watson affair which sparked the whole thing off?

"It's difficult to explain. We took our decision because of a whole lot of things which the public doesn't know about. Things which you don't know, and which we don't want to talk about. We don't want to say anything against anybody, it wouldn't be right."

These are Ecclestone's explanations. One of the constructor's representatives gave us, as an example, the Wolf's fan in Buenos Aires. Through the application of its interval discipline the FOCA banned it immediately, whereas Balestre proposed constituting an inquiry commission for a possible ban in Brazil.

The fact that the FOCA is looking for the FIA's blessing and for it alone, may have two explanations.

1. The blessing of an official international organization may legitimize the awarding of the World title.

2. Where the organization of races is concerned the Federation of each country must give its authorization and it happens that they are affiliated to the FIA. This reason appears to be the most important, as the FOCA affirms: ***"Certain countries would be willing to let us race on their circuits. The others would be obliged to accept, if they wanted to have their Grands Prix as well."***

Jean-Marie Balestre, present at Kyalami, refused to give any official comments, stating nonetheless that the FISA reaction would not be long in coming. Let us hope that things evolve in the right direction away from all personal recriminations, there being only one real preoccupation, namely the health and future of Formula 1.

A LOTUS 80 AT LONG BEACH

Colin Chapman announced that the first Lotus 80 would, in all probability, be entered in the U.S.A. West Grand Prix at Long Beach. A second 80 would be entered at Jarama, and three cars would be present in Belgium, provided of course that the 80 was quicker than the 79.

ESSEX: LOTUS' FOURTH SPONSOR

At Kyalami the appearance of the "Essex" logo was noted on the side-pods of Reutemann's and Andretti's Lotus 79s. In the wake of Martini, Valvoline, and Tissot a fourth "sleeping" partner has just brought his support —and a pretty heavy one it seems—to Colin Champan's team. Essex is a petrol wholesaler acting as an intermediary between the producers and distributors. David Theame its managing director, discovered Motor Racing thanks to the former French racing driver François Mazet, who introduced Mario Andretti to the American manager. Talks began first of all with the World Championship title holder, then directly with Lotus. Theame has signed a three year contract with Colin Chapman. ***"Our products interests only 200 or so possible clients"*** says David Theame. ***"We've undertaken this operation not for commercial aims, but from love of the sport and from a prestige point of view to give our company a good image."*** Besides supporting Lotus, Essex will be present on several circuits through the purchase of footbridges, in particular at Monaco and Dijon. Furthermore it is possible that a team may carry Theame's colours during the next Le Mans 24 Hour Race.

"IT'S A DO OR DIE JODY!"

That was the title used by one of our South African colleagues on Sunday who furthermore had the following title in the inner pages:

"90.000 people came to Kyalami to see death." No comments necessary, except to say that we thought this kind of writing no longer existed.

IN THE NEAR FUTURE, A TURBO-CHARGED B.M.W.?

It is now no secret to anybody that B.M.W. is working on a supercharged 4 cylinder engine with Formula 1 in mind as a long term aim, the McLaren team manager Teddy Mayer can often be seen taking Renault turbo temperatures, which leads one to believe in the possibility of a B.M.W./McLaren association, all the more so as the New Zealand team has had experience with supercharged engines at Indianapolis. However rumour also has it, that Robin Herd from March may himself design a car for this engine, which may then be entrusted to Marc Surer, the Swiss Formula 2 driver.

FASTER: IN MEMORY OF PETERSON

George Harrison, the former Beetle, who is often seen around the Grand Prix circuits, has just brought out a new record called "Faster" with wotor Racing as its theme. The music starts with the recording of a Grand Prix start before the song describes the joys of speed. George Harrison has dedicated this record to the memory of Ronnie Peterson.

THE 1-2 OF FERRARIS

THERE ARE THREE OF THEM; MAURO FORGHIERI, JODY SCHECKTER AND GILLES VILLENEUVE. THE THREE MAIN CHARACTERS IN A STORY WHICH IS SOON GOING TO END IN TRIUMPH, AND ITS HERO WILL BE GILLES VILLENEUVE. LUCK HAS CHOSEN HIM AS HE KNOW HOW TO USE IT. JUST A YEAR AGO THE LITTLE CANADIAN WITH HIS POLITE AND SERIOUS APPEARANCE WAS HEAVILY CRITICIZED. THOSE WHO LOVE THE SCUDERIA, AND HEAVEN KNOWS THERE ARE PLENTY, HAD PROBLEMS IN ACCEPTING HIS YOUTHFUL MISTAKES. IF TODAY THEY HAVE NOT GONE BACK ON THEIR JUDGEMENT, IT IS BECAUSE THEY ARE DEEPLY MISTRUSTFUL. GILLES CONTINUES TO WIN HIS SPURS AT KYALAMI AS IN CANADA AT THE END OF LAST SEASON, AND BECAUSE SCHECKTER, THE GREAT JODY SCHECKTER, CONSIDERED BY MANY AS THE BETTER OF THE TWO, HAS NOT ECLIPSED GILLES' TALENT, A GREAT FUTURE LIES AHEAD OF THE LITTLE CANADIAN. THOSE OBSERVERS WHO KNOW,, DID NOT HAVE TO WAIT FOR THE SOUTH AFRICAN GRAND PRIX TO SEE IT. ***by Eric Bhat***

The Ferrari T4 dived into the pit lane in a blare of noise. A final push on the accelerator the engine is cut. The shining red car force wheels to a stop in front of its pit. From its cockpit a white helmet decorated with a indie yellow band emerges. Scheckter gives a frantic wave of his arm to atltract Mauro Forghieri's attention, who rushes towards him and plays in his transwriter preceiver and starts talking to Jody. The Scuderia chief bends over the cockpit already speaking. Jody catches his arm and presses his hand between his gloves. They seem involved in an animated discussion, with rather happy outbursts reaching even the ears of those around, who however are not allowed to take part in this conversation between microphones and headsets Jody shakes his head, Mario gesticulates. Who is trying to convince who?

The second T4 free wheels into the pits. Gilles allows it to slip into its place just in front of Scheckter. Tomani, the discreet Tomani, Forghieri's assistant plugs into the helmet. A quick glance at Gilles and their discussion begins. Their lips have to be watched, at least those of the engineer as Gilles is helmeted, to understand what they are speaking about. Gilles' closely knitted eye brows give a hunt of his thought, of his gravity Tomiani has given Gilles the practice session hierarchy which was immediately provided by tghe Heueur technician whose electric cells are spread along the side of the track for ten metres. Gilles examines the little piece of paper carefully.

The two cars leave about the same moment. As they lower their visors, Gilles' look hardens while Jody's becomes almost malicious, his eyes are screwed up tight.

What a contrast between the two scenes. What is even more strange is that it will happen throughout the weekend, in it undoubtedly will throughout the whole season. Four very different personalities. Already complimentary if the unders standing which exists between them is to be believed.

Scheckter

Little Gilles is grown up

"It's true that Scheckter has a very Latin temperament" says Forghieri, *"which probably explains why he's integrated himself into the team so quickly."*

"I wondered how I would get on with him" states Gilles. *He was often described to me as a bear. In tact he spends all his time joking. We have a great relationship."*

A double flow.

The South African Grand Prix marks an important stage in the Scuderia's season. It is the debut of the T4 Ferrari, latest in the live from the Maranello workshops. The T3, apart from the one present at Kyalami as a reserve belong only to the past.

Museum places are already reserved for them. They did not have much longer to go. ***"It was at the end of its development"*** says Gilles ***"all the settings had been tried."***
The T4 surprises, that is certain. First of all by its external appearance, and especially by its principle. Forghieri and his team have applied their own form of ground effect, in spite of the obstacle to air flow which the flat 12 cylinder engine represented. ***"But it's a small flat 12"*** stated Forghieri, ***"Its dimensions are not much bigger than those of a Cosworth for example."***
The T4's originality consists of the fact that it uses a double aerodynamic flow, one external and the other internal. This is the T4's innovation. The side-pods are exploited by the interior it can be expressed in this manner. The air picked by the radiators positioned slantwise in these side-pods, instead of being evacuated immediately to the exterior as in the classic wing cars, is canalized to the rear of the car through channels along i side the cockpit. ***"We've done a lot of wind tunnel work to get the best use out of this double flow"*** stated Mauro Forghieri. ***"And I have to admit that the flat 12 posed us a few small problems which it was not easy to overcome."***
Villeneuve and Scheckter did not really know their new mount when they tried it at Kyalami during prerace practice. The T4s first test had been upset by atmospheric conditions, and the South African track was where it made its real debuts.
23 *"Every body talked a lot about the Ligier miracle in South America."* said Mauro Forghieri, ***"What, that a new car should go so quickly without a lot of practice? Their I can say that our team has also created a miracle, as the T4 was immediately at home at Kyalami."***
Using, it must be said, tender rubber supplied by Michelin, Jody and Gilles got very close to the Renault's times which however, had an advantage because of its supercharged engine, and they were all well ahead of all the cars equipped with Goodyear tyres. ***"The T4 represents clear progress over the T3,"*** said Gilles after practice. ***"I've tried both cars and I reckon there's a good second's difference per lap. The T4 is faster in a straight hire and also in medium speed corners where I feel its much better. It's easier to control in corners. The steering is also lighter than on the T3."***
With all these qualities why only I second faster?
On another circuit it will perhaps be much more. Kyalami brings out wing car qualities much less than Interlagos for example. Here the gain is greater in the sunset corner for example, and I'm going a little quicker in the bends before and after the straight. In the others there's not much difference between the T3 and T4.

Does during a wing car require a different style?
Driving is more or less the same, upon can do the same things with the T3 and T4. It's generally said that a wing car should be driven without drifting. It's not so. I can do lovely drifts. It was great fun.

FORGHIERI REALLY UT UP!

Thursday morning the sky is covered. It's cold at Kyalami. The first qualifying session will probably be the decisive one for the grid placings. Everybody knows it and everybody is getting ready.
Gilles is the first one to set the track alight. By one small hundredth of a second he breaks 1'13" at the beginning of the session. He has started off well. But Jabouille soon gets below this barrier too.
Thus straight away everybody thinks of Michelin qualifying tyres, all the more so as Scheckter is soon to have his say.
Twenty minutes after the start of the session while surveying the teams Forghieri gives a sudden exclamation. Jody has just lapped in 1'12"04, the fastest time up to that moment. Five minutes later a fresh exclamation brow the engineer, as Gilles gets down to 1'12"07. The T4s are writing the same story as the Ligiers in South America. Mauro no longer restrains himself. When his cars are in the track, he bubbles with impatience, turns around, turns back, looks out, waits, glances at his watch, then the times, re-adjusts his headset. When the cars are in the pits, he bustles around Jody or Gilles, giving orders, questioning his drivers without a halt. He a real little mover! Without doubt Mauro Forghieri is one of the outstanding personalities of the F1 world. For twenty years now his destiny has been linked to the Scudiera to which he devotes all his energy and imagination. It's true that he irritates from time to time. It's also true that he often attracts. He himself is the living example of the Latin temperament of his team. He is reproached with putting on to big a show, being over exuberant. ***"I'me going to tell you something",*** he says on this subject. ***"I you win, you're a are Guy, you're a genius, you're fabulous, you're the greatest in the world. I you lose, you're an ass. And you're accused of everything. Showing oft for example. People's critisims, I don't give a dawer for them. My name is Mauro Forghieri. I've get qualities and faults. I'm honest and I give myself 100% to racing. It's true that I'm a man who shouts and shows off. You know why I do that. It's to give atmosphere to the team. You see a beautiful woman. You go into extasies. You drink a good wine. You ask for more. Why live in silence in oil and petrol from seven o'clock in the morning until 10 at night. You know people should be happy to be alive. You must laugh in the pits. We're Latins. We need it."*** This was said with a laugh.

Villeneuve.

MATURITY.

At the end of this first session which turned out to be the decisive one, Jabouille's Renault upset the Ferraris by gaining the pole-position.
Gilles however, would like to have seen himself starting on the first now like many of his rivals, in fact. ***I'm sure that I could have gone faster than Jody and Jean-Pierre. During my best four laps I was held up in the traffic, and twice I came out of the corner before the straight badly. The correct acceleration is very important coming out. If you accelerate too munch the wheels lose a little grip and you come out less quickly."***
Gilles' serious approach, his application, and his maturity create a strong impression. He works all day on the circuits. He thinks about the race, finds out everything possible from his team, gives the settings of Scheckter's car a minute examination between sessions, spends a long time in reading the recapitulatory forms on his practice, showing the types used, and the aerodynamic settings of his car. He surprised us all exactly ten days after the pre-race practices, by telling us his exact times what tyres he used and in what conditions he recorded them. If one day he achieves world-inde fame, will he have a reputation as a computer?
He did not have an easy start at Ferrari. From a sporting point of view he went through a difficult phase. The commandatore's unconditional support was a great help to him, but it was above all due lo his internal energy that he know what to do managing to get him out of a bad psychological phase. ***"I had a series of accidents which hit me pretty hard. I think, all things being considered, that I was a victim of circumstances before anything else, but then I began to say to myself that I had to calm down, to go a bit slower. It was not the best solution. Acting like this you lose concentration and freedom of spirit. I realized this and decided to forget these pre-occupations, and to drive instructively. It was from Zolder onwards that began to succeed."***
This success culminated in his winning his home Grand Prix in Montreal. This was his first victory. ***"It was a great pleasure that's certain, but not ecstasy. I didn't fight from beginning to end of the Grand Prix. My victory was thought out progressively. I had time to set it up."*** Gilles is rather cool. Or lucid.
Carlos Reutemann left the Scuderia at the end of 78 and was replaced by Jody Scheckter. Both in winter practice and during the first races Gilles has not had to worry about the comparison which allows to him to say jokingly. ***"I hope that nobody will say that Scheckter is it as good as before just because I go as quickly as he does!"***

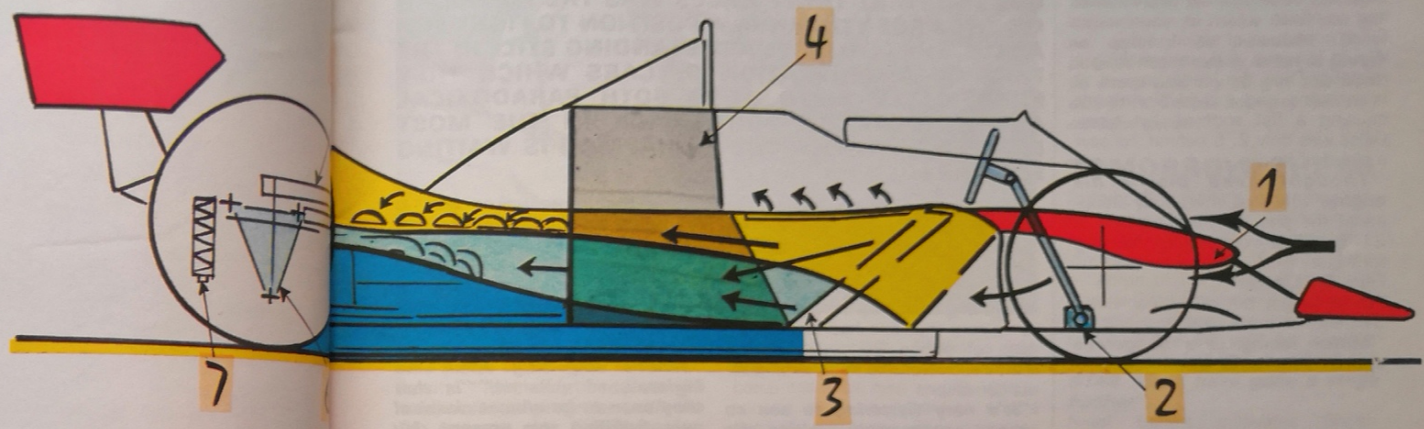
A second one-two will enable us to keep our positions

A THOUGH-OUT CHOICE.

At Kyalami once the starting grid had been practically deciced after the first session the Scuderia decided to test a number of racing tyres. To be well placed at the start is one thing, to chose the best tyres is another. Three cars shod by Michelin had the fastest times. This showed the qualities of the French manufacturer's qualifying rubber, a better grip and better strength; the drivers in fact, could carry out six successive laps.
On the other hand the racing rubber old not give real satisfaction. The type with the best performance, 135, wore out too quickly to ensure that it would last the while race. But Gilles had already had his ideas on the subject for several days. ***"in any case it's better to use the 135s he pleaded"*** with Mauro Forghieri. ***"It we use hard rubber at the start, I know what'll happen; they'll be like concrete at the end of 20 laps. So why not choose soft rubber and go quickly from the start, get as much ahead as possible, and bet on having a tyre change during the race. Also at racing speeds the 135s wear less quickly than at practice speeds, as well as this the cars will have loft rubber on the track during the warm-up, the track will be lese abrasive."***

FERRARI 312 T4

1) ***Direction rack***
2) ***Rądiator oil and wa***
3) ***Tank***
4) ***Exhaust pipes***
5) ***New up ride***
6) ***Schock absorber***



GREY: tank
YELLOW: air flux

GREEN: rear flux
BLUE: venturi

This in fact, was Gilles choice on Saturday shortly before the start. Scheckter, Jabouille and Arnoux made the same decision. Pierre Dupasquier had a slight hesitation. ***"I think it would have been wiser to use the 150-154s which arrived yesterday from Paris. They're a tiny bit slower but stronger. Ferrari didn't try them. They didn't have time or else they forgot!"***

Tacit agreement.

An hour before the race, Gilles went to see Jody. ***"Is it peace?"*** he asked him.
"Peace?"
"It we're first and second we keep our positions. It I catch upon you it's to get away from the others, not to attack you. It will be the same it its the opposite way round."
"OK" replied Jody smiling.

Each of them thought he would be in front.
"I'll be worried about the cars around lap 55 or 60" said a strangely calmn Mauro Foghieri. He so wanted to be able to telephone the Commendatore 2 hours later with news of a victory. ***"It's happened, the T4 has already now. It's a car for a World Champion.*** He kept back these words. He really wanted to say them but he was afraid fo his new cars. also the eternal tyre problem. Santa Maria, let them last.
Mauro Forghieri said the same prayer an hour later. It was after the restart. Gilles started on wets and Jody on slicks. The latter choice should have been to the correct are with the track drying rapidly. When Gilles stopped to put on sticks his mechanics did the job in 14''8 a tremendous effort and a record. But already Gilles was 31'' behind Jody. As he had said, he began to catch

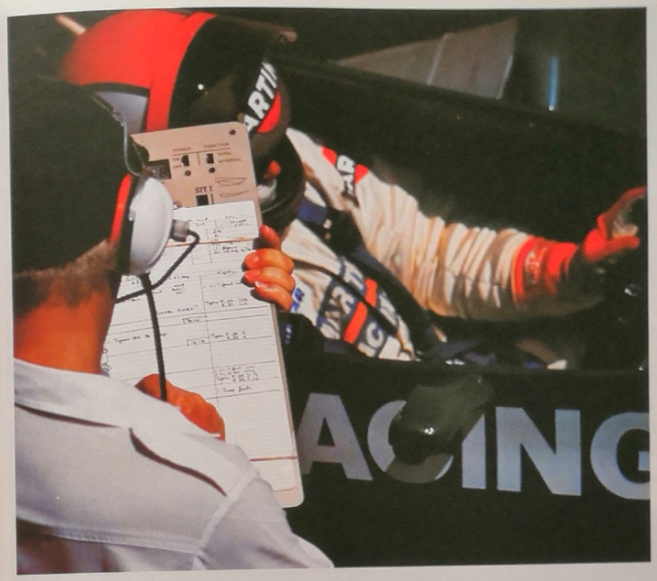
up on his team-mate. First of all at about a second a lap and then the Canadian raised the pace taking 1.1/2 seconds a lap off Jody each time he crossed the line. ***"The tyres will never last,"*** said a worried Dupasquier.
Forghieri began to tear his hair. Each time Gilles went by, Pierre and Mauro leaned across the rail, gestining to Gilles to make him observe the slow down signal. This had no effect.
Gilles continued at speed.
Would he push Jody into making a mistake. Then the leader arrived at brawthorne and locked his wheels causing a flat spot on his tyres. Gilles was only 2''5 behind, he saw a cloud of smoke.
''Thought head blown his engine'', he said later. Jody stopped at the pits. 4 tyres changed in 21''5. Gilles was already heading for victory.
Flag: The Double!
When he get out of his car Gilles twisted his ankle and sprained it. ***"Motor racing is a dangerous sport!''*** he joked■

LOTUS:

CARLOS REUTEMANN HAS SCORED POINTS ON THREE OCCASIONS. MARIO ANDRETTI THE TITLE HOLDER HAS SCORED TINIE. BUT AT NO TIME DURING THE FIRST THREE RACES WAS THE AMERICAN OR THE ARGENTINIAN IN A POSITION TO FIGHT FOR A WIN. THE LOTUS 79s ARE STANDING STILL IN THE FACE OF A GENERATION OF CARS WHICH THEY PRACTICALLY SIRED. IT IS BOTH PARADOXICAL AND LOGICAL. TO FIGHT BACK IN THE MOST EFFICIENT MANNER COLIN CHAPMAN IS WAITING FOR THE 80.

Colin Chapman, Mario Andretti and their Lotus 79s had a victorious season last year. The incredible efficiency of this, the first of the wing-cars forced all of its competitors along the same times, to such an extent that one has the impression of seeing 20 copies of the Lotus evolve on the track, or at least its derivations.
"It's very flattering to see so many constructors making the same type of car as ours", admits Colin Chapman. ***"It's quite normal, it's how motor sport evolves".***
Flattering perhaps, but Chapman even if he doesn't admit it, must find this a bitter pill to swallow. His black arrows, now green, have been overtaken the Ligier JS 11s, the TL Ferraris and since South Africa, by the BT48 Brabhams and even by the 009 Tyrrells. Were it not for the Lotus 79 these cars might never perhaps have seen the light of day. The usual turnabout of things. Often in life the pupil outstrips the master.

"Yes, I was surprised by the JS 11 Ligier's domination", Chapman admits. ***"They are very competitive and are giving us a lot of food for thought".***
"It's still to early to talk about Ligier domination" says Nigel Benett, Colin Chapmans' back up man in his Formula 1 programme.
"If the Ligiers had won in South Africa in the same way as South America, domination would perhaps be the right word. That being said, I think that everybody was surprised, including the Ligier team itself".
Again misfortune Colin Chapman and Nigel Benett put on a happy face; ***"finally it's a good thing for racing that new makes win. It wouldn't be interesting to see the same car dominating all the events."***
It being understood that Chapman counts on stopping the possible domination of the JS 11s or the T4 Ferraris.
"What's surprising about the Ligiers", adds Benett, ***"is that they seen to be almost classical cars fulfilling the present day standards. Then how did they manage to win the first two races so easily? Evidently all is going well. They've had no problems with 50 or 60 parts as is often the case when F7 cars have their first outings".***
The 79s at the end of their development?
In Argentina the Lotus 79s were not well adapted to the new larger diameter Goodyear tyres. At Interlagos they appeared with modified rear suspension geometrics, going back in fact to last year's settings. But again they were dominated by the French cars. Were they not simply at the end of their development? ***"No",*** replies Benett. ***"We were not happy with our cars in Brazil. They did not give their full potential. Emerson Fittipaldi made a very good start in Reutemanns wake, whereas last year the difference in performances between the Lotus and the Copersucar was 2'' or 3'' a lap. Our cars were not up to their usual performances. We were unable to get the best out of them on the Interlagos circuit".***
One Lotus took part in the pre-race practice before the South African Grand Prix, and the week's work showed that the 79 had perhaps reached its limit. ***"This session was very useful for us",*** says Benett. ***"Not only because we made a lot of progress with the 79, but we also learned a lot. We didn't find a way to greatly improve the basics of the 79, but we did a lot of work on the parts which did not work properly. This was very useful. In fact we worked with the future and also our new car in mind. Now we know what not to do. We've discovered a whole lot of little problems. Now we have many more ideas on how to make it work".***



KYALAMI: BEST FORGOTTEN

These practice session gave some hope to the Lotus team, the 79 seemed to be pretty quick on the straight. ***"When we had the correct ratios we were the quickest on the straight. We were quicker than the Renault".***
The South African Grand Prix weekend was a fairly lean one for Andretti and Reutemann who were never really in the hunt. However the two cars finished fourth and fifth. Apart from Mario Andretti's retirement at Interlagos the Lotus team could thus count 5 finishes in the points out of six starts, the best percentage in this respect over the three Grand Prix.
Carlos settles in well.
Carlos Reutemann, Andretti's new team-mate has up to now given the Lotus team its best results with a second place in Argentina and a third place in Brazil. Chapman does not hide his praises of his new recruit: ***"since he's joined the team, he's been very constructive and has helped us a lot. He's settled in without any problems, and we're very happy with the way he's working. This year it's very important for us to have two drivers of this strength and experience".***

Nigel Benett appreciates the Argentinian driver just as much. ***"He's very calm, very professional, very phlegmatic".***
Does he give you the same kind of information as Mario Andretti?
"Basically, yes. We're trying to give them two cars as similar as possible, and in these conditions there can't be much difference between what they want."
Last year however, Andretti and Peterson must have had very different requirements?
"There were in fact differences in the way in which Mario and Ronnie set up their cars. Ronnie drove in a different manner, he went into the corners quicker and adopted better to oversteering. Mario is very prease in how he appreciates his car's roadholding. He doesn't like driving his car to the limit before it's perfect. Then he's very, very quick. Other drivers are not as sensitive or do not have enough experience to make their car go as quickly as possible. They accept more easily what is given to them and try to get the best out of it. Carlos accepts this to a certain extent".

WAITING FOR THE 80

TOMORROW: THE 80

Everybody is waiting for it impatiently. Lotus has rarely disappointed. Will the Lotus 80 be a radical innovation? Or will it be a clear evolution of the wing-car principle. Here is Colin Chapman's reply when asked if it ressembles the Brabham BT48: ***"The 80 will be similar, but I think it'll be ahead of the BT48. We'll have gone a stage further".***
Nigel Benett cultivates British humour when asked if the 80 has a rear wing, ***"not for the moment, but then again it hasn't got any wheels!".***
The first example will probably be entered in California for Mario Andretti, unless its debut is put off until the Spanish Grand Prix. ***"We will only race it, if it is more competitive than the 79"*** says Benett. ***"Perhaps we've made a wrong aerodynamic calculator and it won't be as fast as our present car."***
The first tests will take place at Jarama during the Goodyear testing session, the day after the race of champions■

THREE DAYS AT KYALAMI

FIRST SESSION: JABOUILLE

THIS FIRST OFFICIAL SESSION TOOK PLACE IN COOL, CLOUDY WEATHER AND EVERYBODY THOUGHT IT WOULD BE THE DECISIVE ONE FOR MANY PEOPLE, AS THE OTHER TWO QUALIFYING SESSIONS WERE SCHEDULED TO TAKE PLACE IN THE AFTERNOON. THIS WAS WHY GOODYEAR HANDED OUT ITS QUALIFYING SETS IMMEDIATELY, WHEREAS THE LAST CLEARLY DEFINED POLICY STATED BY THE AMERICAN MANUFACTURER, SAID THEY WOULD ONLY BE DISTRIBUTED FOR THE SECOND SESSION.

For a long time the 312 T 4 Ferraris of Scheckter and Villeneuve had the fastest laps, but Jabouille snatched this away from them half an hour before the end of the session. He was the only driver to get below 1' 12" being officially credited with 1' 11" 80.

Scheckter and Villeneuve held into the second and third places. Jacques Laffite fourth, and the first Goodyear shod runner was not yet satisfied with the handling of his Ligier which, according to him was not quick enough in the slow corners. His team-mate Patrick Depailler could do no better than eight, after beginning to set up his car to his liking, as the initial settings were those of Laffite.

Niki Lauda running without front wings was very quick in a straight line, and was 5th fastest, 5/10" slower than the Renault but only 3/100" slower than Laffite, a mere nothing in fact. Arnoux broke a valve spring.

Already a Ferrari double in the second session, Villeneuve alone getting under the 1' 13" barrier (1' 12" 86) and Scheckter was also the only one to get below 1' 14" (1' 13" 37). Jabouille did not go out, because of engine problems with the race car as well as with the reserve. René Arnoux also remained in the pits as a result of his mechanical incident in the morning.

Everybody took advantage of this session in the sun to tyre test and to lap with various aerodynamic settings. Nobody was really going for a super performance as the head had self and in his machine. Perhaps he would not bring down his times but he would get his aerodynamic settings to his liking. Fitting qualifying tyres he came within an inch of robbing Jabouille of his pole position. *"If I hadn't been held up by Retaque, I'd have bettered Jabouille's time."* All the same he moved up two places on the grid. Another guy expected to make progress was Jean-Pierre Jarier who had finally got rid of his fuel pressure problem. At last Jean-Pierre had a competitive car and moved up seven places all of a sudden, which did wonders for his morale. Lauda having tried carbon fibre discs during the untimed morning session went back to normal discs.

Ten minutes from the end, the session was interrupted by a spectacular accident involving Pironi,

Pironi went off at 230 km/h

Lauda, Laffite Fittipaldi .

whose car lost a wheel and left the track at around 230 km/h. He was unhurt but his car was destroyed, and he was obliged to use the reserve.

made the track much slower than in the morning. Nonetheless Elio de Angelis left the track luckily without doing the car much damage.

THIRD SESSION: DEPAILLER

Patrick Depailler, after the first session had confidence both in himself and in his car.

THE RACE

The clouds threatened. The thunder began to rumble five minutes before the start, but the race began nonetheless to the cheering of the south African public who thought they were going to see Scheckter overtaking Jabouille. At the first corner the Renault went round the outside of the Ferrari. Jody drew level with Jabouille and passed him in the sharp bend before the straight, before being repassed on

Patrick Tambay

the straight. A fantastic first lap with three cars bunched together (Jabouille, Villeneuve and Scheckter) ahead of the pack led by Jacques Laffite and Niki Lauda.

Events took a strange turn on the second lap as a part of the circuit stayed dry, while the lower part was dampened by an initial shower. On the damp road Jabouille could do nothing to prevent the Ferraris from passing him. They were ahead of him on the finishing line which explained why the Renault was on the second row for the restart, as the

James Hunt .
Alan Jones.

race was to be stopped. The new grid was formed on the basis of the positions on the second lap.

It poured down for a few minutes. Then the storm passed and the race could restart on an obviously damps track. Four drivers anticipating a dry track took a gamble and started on slicks. They were, Scheckter, Depailler, Tambay and Piquet.

The restart took place in the fog as the huge tyres threw up spray in their wake. Villeneuve in first place had a clear track ahead of him, and took advantage of it by opening up a considerable gap on the first lap. He continued to get away from Scheckter who hung on to second place in spite of his slicks, which was no small achievement as Lammers had already left the track.

Villeneuve's advance over Scheckter reached 17" on lap 14, which was not enough for Gilles to keep the lead when he stopped to fit slicks. Thus the South African's reasoning was the correct one providing that he was wary enough to avoid making mistakes, which Depailler for one, had not succeeding in doing. The man from Clermont left the track on the fourth lap (second lap after the restart) after having already had a spin. Things might perhaps have been different, had it not been for this accident.

The final important turning point at the head of the race came when Villeneuve stopped at his pit to have his tyres changed. This hoppened on lap 16. Thus the second T 4 took over the lead, with Gilles however keeping his second place. He started off again in front of Tambay who was in an unexpected third place after several pit stops for tyre changes, the track from then on being completely dry. The majority of these changes took place between the 7th and 16th lap. It was interesting to see how things stood on lap 20 when things had more or less settled down. The classification was the following: 1. Scheckter, 2. Villeneuve 30" behind, 3. Tambay, 4. Piquet, 5. Jarier, 6. Andretti, 7. Lauda, 8. Reutemann, 9. Jones, 10. Jabouille, 11. Hunt, 12. Laffite, 13. Regazzoni, 14. Stuck, 15. Arnoux, etc. De Angelis had disappeared on lap 18 as a result of an accident. From that moment on Tambay and Piquet began to lose places as racing conditions came back to normal and the best suited cars took over. On top of this Tambay was to be handicapped by tyre problems (two stops), whereas Piquet had to slow up because of a broken exhaust.

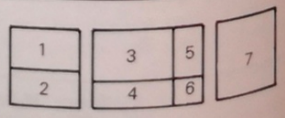
Behind the Ferraris Jarier and Andretti had a duel which was to last for most of the race. Further behind Laffite began a climb back which put him just behind Jabouille, after he had passed Piquet, Tambay, and Reutemann. But a tyre burst on the only JS II left in the race, and Jacques left the track on lap 47. Jabouille disappeared two laps later with a broken valve spring.

The Ferraris were still way ahead, with Villeneuve getting closer and closer to Scheckter. When he came to within 2" 5 of Scheckter, everybody waited to see whether he would increase his pressure or stay where he was. When he had decided on the latter course of action, Scheckter hit up his tyres at the end of the straight and flat spotted them. It was the second turn about at the head of the race. Jody stopped, and let Villeneuve take back the lead. This was on lap 53.

Suffering from brake problems Mario Andretti had allowed Jarier to get away. Reutemann in fifth place had a similar problem. René Arnoux had got up to sixth, and it looked like he was goind to collect his first Championship point, when his rear left hand tyre burst on the debris from Jones' car which had left the track because of broken suspension. Thus the second Renault disappeared handing over its place to Piquet's Brabham, still there, but who in his turn was obliged to give Lauda the sixth place point 6 laps before the end. Niki had problems getting there because of oversteering on his Brabham.

If Jody was getting closer and closer to Gilles Villeneuve at around a second a lap, thus last minute suspense was only artificial. Gilles had quite simply lifted off. He crossed the finishing line ahead of his team-mate as the Ferrari pit exploded with joy. Who would have thought it otherwise! ■

1. A happy rostrum; Scheckter maker the Champagne spurt out under the child-like look of Villeneuve.
2. Nelson Piquet a little crossed up at the exit of Leeukop Bend leading into the straight.
3. A Grand Prix in two starts and 4 photos, Jabouille after a bad start catches up on Villeneuve and Scheckter.
4. The first three have already gone by. Lauda leads the pursuers in front of Pironi and Laffite.
5 and 6. Restart, behind Villeneuve, Scheckter and Jabouille, the fog. Jones is even using up the verges.
7. Carlos Reutemann fifth in spite of brake problems.



DUNLOP
THE NEW WIDE
DIE NUWE BREE BAND

MOTUL
Ford

DUNLOP

5

DUNLOP

MARTINI
Valvoline
RTINI RACING
MARTINI
GOODYEAR

RETE
Marlboro
24
RETE

22
THEODORE RACING

VILLEN
JODY
JODY
LAPS

Marlboro
Warsteiner

4
Tyrrell

RENAULT TURBO: THE FASTEST ONE

JEAN-PIERRE JABOUILLE AND HIS RENAULT RECORDED THE FIRST POLE POSITION OF THEIR CAREER IN FORMULA 1. JABOUILLE WAS NOT PARTICULARLY EXCITED ABOUT IT FOR A VERY SIMPLE REASON, HE EXPECTED IT. POLE POSITION FOR OR, IT WAS KYALAMI OR NEVER. FRANÇOIS CASTAING, TECHNICAL CHIEF OF THE REGIE TEAM EXPLAINED THE REASONS TO US.

Results must come

Obviously it is the first and last time that the old R2 has left starting line from the front, as it has now been in Grands Prix for two years. This pole position was its swan song, as it is going to be replaced in the very near future by the RS10 which as well as having turbo will belong to the family of ground effect cars.

"This result is due to circumstances as well as basic causes", explains François Castaing. ***"Everybody knows the basic reasons. Our team has been completely restructured since our win at Le Mans last year. For this reason we'll have results very quickly one way or the other, logically and even scientifically.***

As to the circumstantial reasons, they are the results of two factors. Michelins qualifying tyres have proved their efficiency both with us and Ferrari. Our engine works really well on the Kyalami circuit, which compensates for the fact that our car is entirely outdated.

The altitude is the main explanration for the excellent health of the supercharged engine. The Kyalami track is 1700m above sea level and the atmospheric pressure is low, 0,8 ***"Engines like humans have difficulty in breathing. They breathe thinner an. If humans adapt psychologically atmospheric engines adapt by regulating the richeness of their mixture. As they have less an to burn they're less powerful. Thanks to our turbo charger we can more or less achieve the same pressure as at sea level".***

– In what way?

– By compressing the air more. It's taken in at a lower pressure and we compress it to get the same pressure as at sea level. The inconvenience is that when you compress the air it heats up, thus the heat to find a good compromise to re-establish the pressure without going too far and heating the air too much, thus losing the benefit of supercompressing.

When we come up against a second difficulty, the cooling problem. Thin air is sucked in but it's also thin to cooling cars' radiators. We are in the following situation. We should have better cooling as more air is being compressed and in fact cooling is more difficult than at sea level. From this there comes another handicap which prevents us from having the pressure we want. A supercharged engine is an advantage but not as big a one as people would like to beheve. We're better from an acceleration and top speed point of view, I admit, but were usually betiveen 5 and 10 km/h quicker than the other cars. And here were 5 to 10 km/h quicker than the Brabham.

– You have an advantage in acceleration, and straight line speed, and the Kyalami track poses no problems for the turbo engine.

"Yes, it's a circuit which is relatively favourable for the turbo and our car, also due to the fact that the Michelin tyres used for the pole were very fast, and there are no really slow corners. Most of the curves are taken at high speed and thus the throttle lag is very slight. Moreover the straight is very long in relation to the circuit as a whole, and our torque excess should pay off. Only here could

At each Grand Prix each car has the right to its own set of scrutineering tickets.

Our car is now out of fashion

we have made fastest time. Our car is completely out-dated. Apart from the Williams we are the only ones not using skirts. Our chassis is one of the oldest. If our wing-car is not ready for Long Beach and we bring only the old car, I'm afraid that well be 20th on the starting grid instead of first, even if Michelin do something exceptional. People are going to see. Kyalami was an exception".

— In relation to last year you've gained reliability but here at Kyalami you've had many engine problems. Are there series of good and had engines.

— "It's difficult even for us to find out what is accidental. Really there are no good or bad series. We have problems linked to our technique, and then we have other problems which are quite normal for racing engines. René broke a valve spring on Friday. I'd be willing to bet he wasn't the only one. People never speak of other people's engines blowing up, because they smoke less when they do so. But they do so! ■

THREE LAPS: LIVE!

The final grid forms up. The camera fixes itself on the national hero, the South African Jody Scheckter, then it leaves the Ferrari to pan in on Jean-Pierre Jabouille's yellow car.

The light is slow in passing to the green, Jean-Pierre has his eyes fixed on the starting lights.

The turbo roars, the reaction is good but there's a little wheel spin at the start and Scheckter has shot off. Jabouille slips in between the two red cars.

"I was certainly worried about the start" admitted Jabouille, **"especially after my misfortune in Brazil. Given the altitude, the turbo has more difficulties to get going, but I didn't think I'd made a bad start".**

The two Ferraris chose the right hand side of the track to break away. Jabouille choses the outside on the left. At the end of the straight Crawthorne comes up like lightening. Who will give way?

Scheckter and Jabouille have the same line. The spectators stand up. The South Africans encourage Jody Scheckter. The French supporters are apprehensive. But Jabouille takes them by surprise, surpasses himself, keeps to the outside and hangs on to Scheckter. The latter is still better positioned for the second corner but Jabouille is still there, wheel to wheel, he doesn't want to give way. The third corner favours the Frenchman who finds himself alone in the lead.

"I was really decided not to let myself be had" continued Jabouille. **"I'm pretty much of a newcomer to Formula 1. If you give way once, that represents a psychological handicap, and reputations like tests of strength are soon established. Jody is considered as one of the most pushy drivers around, and I proved to myself and to the others, that I was as good as the best when we have more or less the same equipment. This was the case according to practice."**

"In the right hander leading up to the finishing straight the track was wet and I got sideways tinie, but I took over first place easily... in the dry I pulled away."

On the second lap the struggle is still as tight as intense. The second time around Crawthorne Jean-Pierre opened up a gap, taking advantage of the straight. But the clouds and rain have arrived. Scheckter comes back on the damp track and hustles Jabouille again. The duel continues. Even more so this time the turbo coughs and hesitates. Jean-Pierre marks time and finds himself in third place.

"I'd made up my mind to take my chances without letting myself be outflanked. I thought that either the race would be stopped, or there would be a tyre change in the pits. On the straight I got back the first place by taking advantage of the slip-streaming, but that happened after the finishing line which accounts for my place on the second raw for the restart. On the third lap I was third but the red flag was waved to tell us the race had been stopped.

On his return to the pits Jean-Pierre did not hide his disappointment. **"It's a bloody waste, I feel I've bought for nothing".**

Renault's hopes drowned with the rain.

DEREK DALY AT KYALAMI

AMID THE BUSTLING POST-RACE SCENE IN THE KYALAMI PITS, DRIVERS PEELED OFF THEIR SWEAT-SOAKED OVERALL AND BEGIN RACE POST-MORTEMS WITH TEAM MANAGERS AND JOURNALISTS. AT ONE END OF THE BRICK-BUILT PITS, THE LOTUS MECHANICS BEGAN PREPARING THE RACE-STAINED 79S FOR SHIPMENT HOME. THEY HAD FINISHED 4TH. AND 5TH. FURTHER ALONG, JUBILENT FERRARI MECHANICS BABBLED INCESSANTLY CELEBRATING A 1-2 VICTORY AS VILLENEUVE MADE A HASTY DEPARTURE BY HELICOPTER BACK TO THE KYALAMI RANCH HOTEL TUCKED IN THE VALLEY CLOSE BY THE CIRCUIT. IT HAD BEEN AN AMAZING RACE DEBUT FOR THE NEW T4.

BY: MAURICE HAMILTON.

At the opposite end of the pit lane, another new car had already been packed away. The ensign mechanics moved slowly and quietly by comparison with their italian counterparts. Derek Daly sat quietly on a packing case and talked to journalists about how he saw the race as a spectator at crowthorne corner.

"I saw de Angelis have a big shunt," he said in his lilting brogue, "and Arnoux's tyre burst coming into the corner and John (Watson) had a bit of a moment there too. There were a lot of damaged cars around the circuit, weren't there?" Then he paused before adding with a wry smile, "but my car's OK."

The fact that he had not qualified the new ensign was continuing to hit home. No driver likes to miss a race—particularly an 'up and coming' man who feels his every move is under scrutiny at a time when his career could either rocket to stardom or plunge to the role of the hard luck driver who never quite made it. Daly and the ensign team had struggled for almost a week at Kyalami in a bid to shake their radical wing car into competitive trim but finished suffering some of the frustrations common to motor racing.

Daly had joined ensign for the 1978 French Grand Prix following a brief period with the ill-starred Hesketh team. Mo nunn's compact organisation were running the niff and Daly had run as high as 8th. In the British Grand Prix before losing a wheel.

The team took niff to south America this year where Daly struggled with an out-dated chassis on hard tyres but nonetheless finished both races and gained further valuable Grand Prix experience.

"I was very pleased," he recalls, "particularly in Brazil where I got out of the car feeling as fresh as when I had started." In common with a few Grand Prix drivers, Daly pays close attention.

Personal fitness an took a daily run round the 2.55 mile Kyalami track.

The new ensign had been announced just before shipment to south Africa and it was obvious that Mo Nunn had his own ideas on the wing car theme. The car was put together at the circuit and Daly saw N179 for the first time when he arrived at Kyalami on the Tuesday of the test week. The following day Derek donned his blue and white striped overalls and climbed into the car for 3 solid days testing in an ideal climate. The weather played it's part but unfortunately the car refused to co.-operate.

"12 timed laps in three days." Said Daly in mild exasperation the following week by the Kyalami ranch pool as his girlfriend Siobhan rubbed Suntan oil onto his back. "We had overheating problems, needed suspension alterations, parts of the bodywork flew off and then there was a fuel pressure problem. Apart from that, we were alright." "He added with a grin. As he realised, the team had suffered the usual new car problems which on this occasion were exacaberated by other competitors flying round the Kyalami circuit under perfect conditions and setting record times. Team ensign had barely time to lookk at their stop watches.

"He improved during that untimed session," Daly murmered quietly before glancing at the clearing sky. "And it's going to be hotter during the final session..."

Cars streamed purposefully towards crowthorne the moment practice opened. Only seven drivers improved on times set the previous day. Unfortunately for Daly, Rebaque was one of them. The ensign was a non-qualifier.

Pulling his helmet off, Daly revealed sweat-lined features which told of the effort he had put in. Similarly, the entire team looked drained. "I've never worked so hard as I have during the past two weeks," said a mechanic displaying the incredible resilience that is so much a part of the mechanic's world. Daly had tried another set of Goodyears during the final session. "They were the worst tyres I had all weekend," he said. "i did 1M 16.7S again so we put the old tyres back on. Then one of the louvres in front of the oil radiator bent upwards and the oil temperature went off the clock."

Daly was first reserve and the only hope the team had was that someone would not be able to start the race. Pironi had received a knock on the head during a massive accident at Jukskei sweep in the final minutes of the last session. There would not be a decision about the Frenchman Racing until the following morning. Daly could run in the race morning warm-up and then merely "wait and see"

The ensign team did not wast the 30 minute untimed session and tried a locked diff in a bid to improve traction. There was an improvement but Daly reckoned that the car was more difficult to drive as a result. Hopes of a race for the ensign faded as the chequered flag appeared and the 24-car grid appeared to be present and correct.

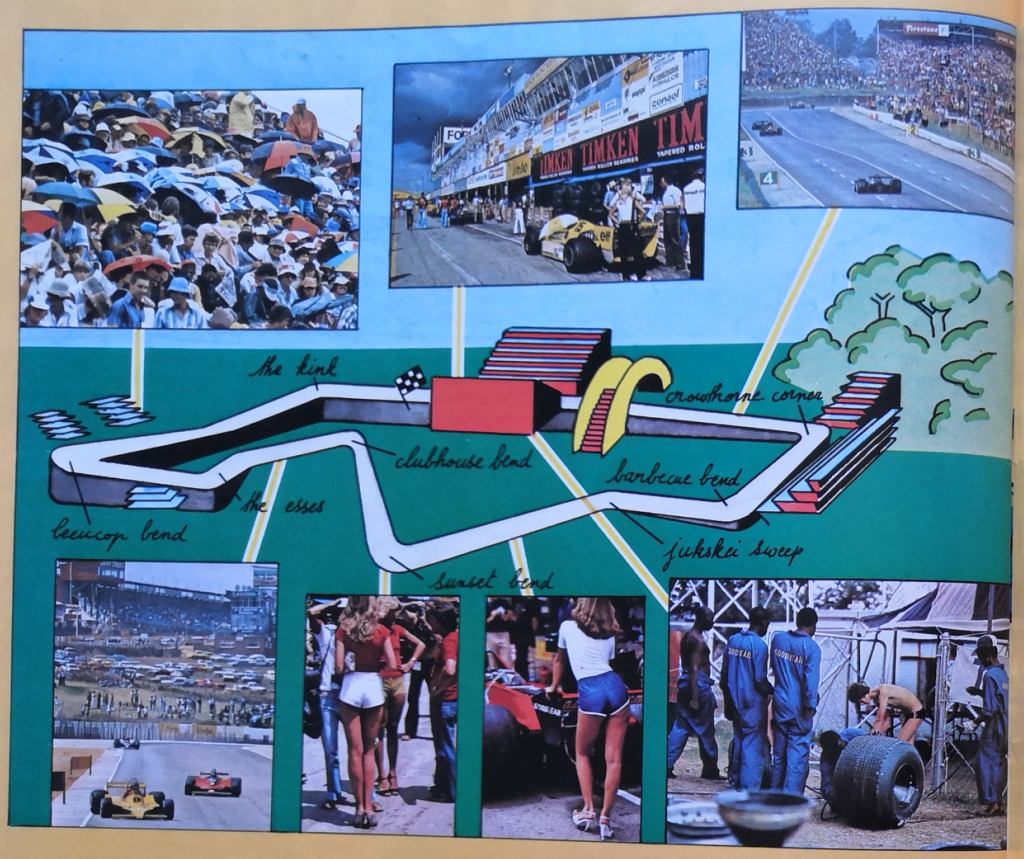
While other drivers left the pits to contemplate the race, Daly put on his shorts and tee shirt and sat quietly on the pit rail, no longer feeling a part of the show that was buzzing to a climax on the highvelt outside"I'm not disappointed because it's a new car and obviously it takes time to sort out. But nonetheless you always want to do better, dont you? It's more frustrating than anything else.

"Initially, everything had looked good, plenty of time to go testing under ideal conditions—and then we only managed 12 timed laps in 3 days. Just one of those things. I appreciate the problems and I suppose it's a case of hoping that other people do as well." Having said that, Daly glanced up the pit lane and it was easy to sense his anxiety to succeed in front of such an influential audience.

Like most drivers, Daly is continually questioning his performances. "I wasn't too happy with the way I went during the Formula 2 races in south America but then my race at Macau made up for that. I felt I really drove well there."

Meanwhile at Kyalami, Daly could only look ahead. "I think the car has a lot of potential. We are on the right track with regards to the straight line speed. It's fantastic really. I was pulling 10,900 RPM on the straight and the ensign was recorded at 173 MPH. But we are just too slow through the corners. The trouble is we are not sure which way to go. Certain principles are definitely working, the tyre temperatures, for example, are much better than they were on the old car. We need to do more testing and keep working at it. I thought having a wing car would end my worries about qualifying, I thought that it would simply be a matter of seeing how far up the grid I could get. We have a long way to go obviously and I am just a little frustrated at not being able to race. I need to be out there having a go.

"The problem with this business is that you are only as good as your last race..."



UNTIMED PRATICE SESSIONS

	Wednesday	Friday morning	Saturday morning
JABOUILLE	1'13"99	1'14"99	1'14"70
SCHECKTER	1'13"70	1'14"28	1'14"78
VILLENEUVE	1'13"02	1'16"33	1'13"90
LAUDA	1'14"15	1'14"51	1'15"29
DEPAILLER	1'13"87	1'16"28	1'14"69
LAFFITE	1'13"95	1'14"47	1'14"50
PIRONI	1'15"71	1'14"78	1'15"41
ANDRETTI	1'14"33	1'13"85	1'16"69
JARIER	1'18"14	1'14"32	1'14"76
ARNOUX	1'14"83	1'15"29	1'13"43
REUTEMANN	1'16"72	1'13"80	1'15"42
PIQUET	1'14"61	1'15"25	1'15"99
HUNT	1'16"01	1'15"83	1'16"31
WATSON	1'15"07	1'15"20	1'16"09
DE ANGELIS	1'14"99	1'16"09	1'16"89
PATRESE	1'16"11	1'14"68	1'17"37
TAMBAY	1'20"99	1'16"09	1'17"09
FITTIPALDI	1'16"23	1'15"06	–
JONES	1'15"76	1'15"73	1'16"46
MASS	1'16"25	1'16"52	1'17"84
LAMMERS	1'16"76	1'15"53	–
REGAZZONI	1'16"23	1'15"79	1'16"84
REBACQUE	1'18"73	1'15"83	–
STUCK	1'17"99	–	–
DALY	–	1'16"12	–
MERZARIO	1'19"13	1'19"66	–

PRACTICE TIMES

	1ères séance	2e séance	3e séance
Jean-Pierre Jabouille	1'11"80	–	1'12"99
Jody Scheckter	1'12"04	1'13"37	1'13"41
Gilles Villeneuve	1'12"07	1'12"86	1'12"83
Niki Lauda	1'12"12	1'16"44	1'13"39
Patrick Depailler	1'12"51	1'17"88	1'12"15
Jacques Laffite	1'12"26	1'15"80	1'12"56
Didier Pironi	1'12"33	1'15"18	1'13"22
Mario Andretti	1'12"36	1'14"21	1'12"54
Jean-Pierre Jarier	1'14"58	1'15"19	1'12"55
René Arnoux	1'12"69	–	–
Carlos Reutemann	1'12"75	1'14"19	1'12"82
Nelson Piquet	1'13"07	1'14"65	1'14"07
James Hunt	1'14"60	1'14"21	1'14"38
John Watson	1'14"44	1'16"10	1'14"55
Elio de Angelis	1'15"18	1'16"92	1'14"44
Ricardo Patrese	1'14"54	1'16"14	1'15"63
Patrick Tambay	1'14"58	1'15"39	1'16"22
Emerson Fittipaldi	1'15"24	1'16"17	1'14"61
Alan Jones	1'15"06	1'16"23	1'14"61
Jochen Mass	1'15"00	1'16"79	1'16"10
Jan Lammers	1'15"46	1'17"05	1'15"35
Clay Regazzoni	1'15"68	1'16"99	1'15"73
Hector Rebaque	1'17"11	1'16"57	1'16"15
Hans Stuck	1'16"31	1'16"64	1'16"47
Derek Daly	1'16"64	1'16"78	1'16"70
Arturo Merzario	1'18"14	–	1'19"21

SOUTH AFRICAN GRAND PRIX

Date 3 March 1979
Circuit : Kyalami 4,104 km
Distance : 78 laps or 320.112 km
Conditions : rain then sun
Affluence : 80,000 spectators

STARTED GRID

JABOUILLE Renault RS02 Tc 1'11"80

VILLENEUVE Ferrari 312 T4 1'12"07

DEPAILLER Ligier JS11 1'12"15

PIRONI Tyrrell 009 1'12"33

JARIER Tyrrell 009 1'12"55

REUTEMANN Lotus 79 1'12"75

HUNT Wolf WR7 1'14"21

DE ANGELIS Shadow DN9B 1'14"44

TAMBAY McLaren M28 1'14"58

JONES Williams FW06 1'14"64

LAMMERS Shadow DN9B 1'15"35

REBAQUE Lotus 79 1'16"15

J. SCHECKTER Ferrari 312 T4 1'12"04

LAUDA Brabham Alfa Roméo BT48 1'12"12

LAFFITE Ligier JS11 1'12"26

ANDRETTI Lotus 79 1'12"36

ARNOUX Renault RS04 Tc 1'12"69

PIQUET Brabham Alfa Roméo BT48 1'13"07

WATSON McLaren M28 1'14"44

PATRESE Arrows A1B 1'14"54

FITTIPALDI Copersucar F6 1'14"61

MASS Arrows A1B 1'15"

REGAZZONI Williams FW06 1'15"68

STUCK ATS D1 1'16"31

Did not qualify Daly (Ensign MN179) 1'16"64 - Merzario (Merzario A1B) 1'18"14.

AU PALMARES

1978 : Ronnie Peterson (Lotus 78)
1977 : Niki Lauda (Ferrari 312 T2)
1976 : Niki Lauda (Ferrari 312 T)
1975 : Jody Scheckter (Tyrrell 07)
1974 : Carlos Reutemann (Brabham BT 44)

FASTEST LAPS

VILLENEUVE	1'14"41	TAMBAY	1'16"54
LAFFITE	1'14"47	JONES	1'16"84
ANDRETTI	1'14"67	WATSON	1'16"92
SCHECKTER	1'14"73	FITTIPALDI	1'16"98
JARIER	1'14"90	PATRESE	1'17"32
JABOUILLE	1'15"15	REGAZZONI	1'17"35
ARNOUX	1'15"31	DE ANGELIS	1'17"46
REUTEMANN	1'15"45	STUCK	1'17"50
LAUDA	1'15"95	MASS	1'17"93
PIQUET	1'16"01	REBAQUE	1'18"26
HUNT	1'16"18	DEPAILLER	1'22"50
PIRONI	1'16"23	LAMMERS	1'25"28

RESULTS

1. G. VILLENEUVE Ferrari 312 T4 78 tours soit 320,112 km en 1 h 41'49"96 moyenne 188,600 km/h.

2. J. Scheckter	Ferrarri 312 T4	à 3"42
3. J.-P. Jarier	Tyrrell 009	à 22"11
4. M. Andretti	Lotus 79	à 27"92
5. C. Reutemann	Lotus 79	à 1'6"97
6. N. Lauda	Brabham Alfa Roméo BT48	à 1 tour
7. N. Piquet	Brabham Alfa Roméo BT48	à 1 tour
8. J. Hunt	Wolf WR7	à 1 tour
9. C. Regazzoni	Williams FW06	à 2 tours
10. P. Tambay	McLaren M28	à 3 tours
11. R. Patrese	Arrows A1B	à 3 tours
12 . J. Mass	Arrows A1B	à 4 tours
13 . E. Fittipaldi	copersucar F06	à 4 tours

Lap record : G. Villeneuve (Ferrari 312 T4) 1'14"41 moyenne 198,540 km/h.
Old record : Andretti (Lotus 78) 1'17"09 en 1978.

PROVISIONAL WORLD CHAMPIONSHIP CLASSIFICATION

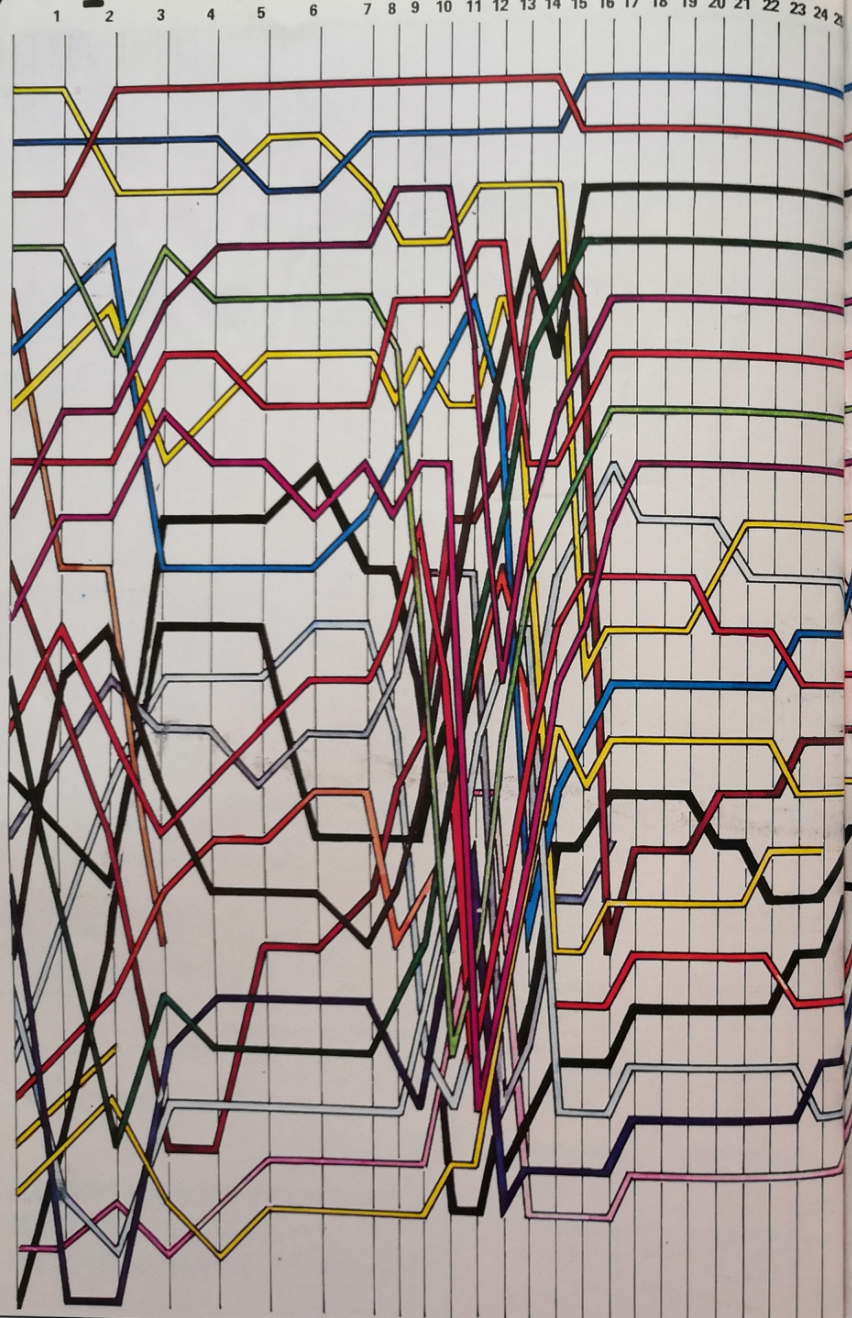
1. LAFFITE 18 pts - 2. Reutemann 12 - 3. Villeneuve 11 - 4. Depailler 9 - 5. Scheckter 7 - 6. Andretti 5 - 7. Watson et Jarier 4 - 9. Pironi 3 - 10 Fittipaldi et Lauda 1.
Nest Grand Prix: U.S.A. West Long Beach 8th April

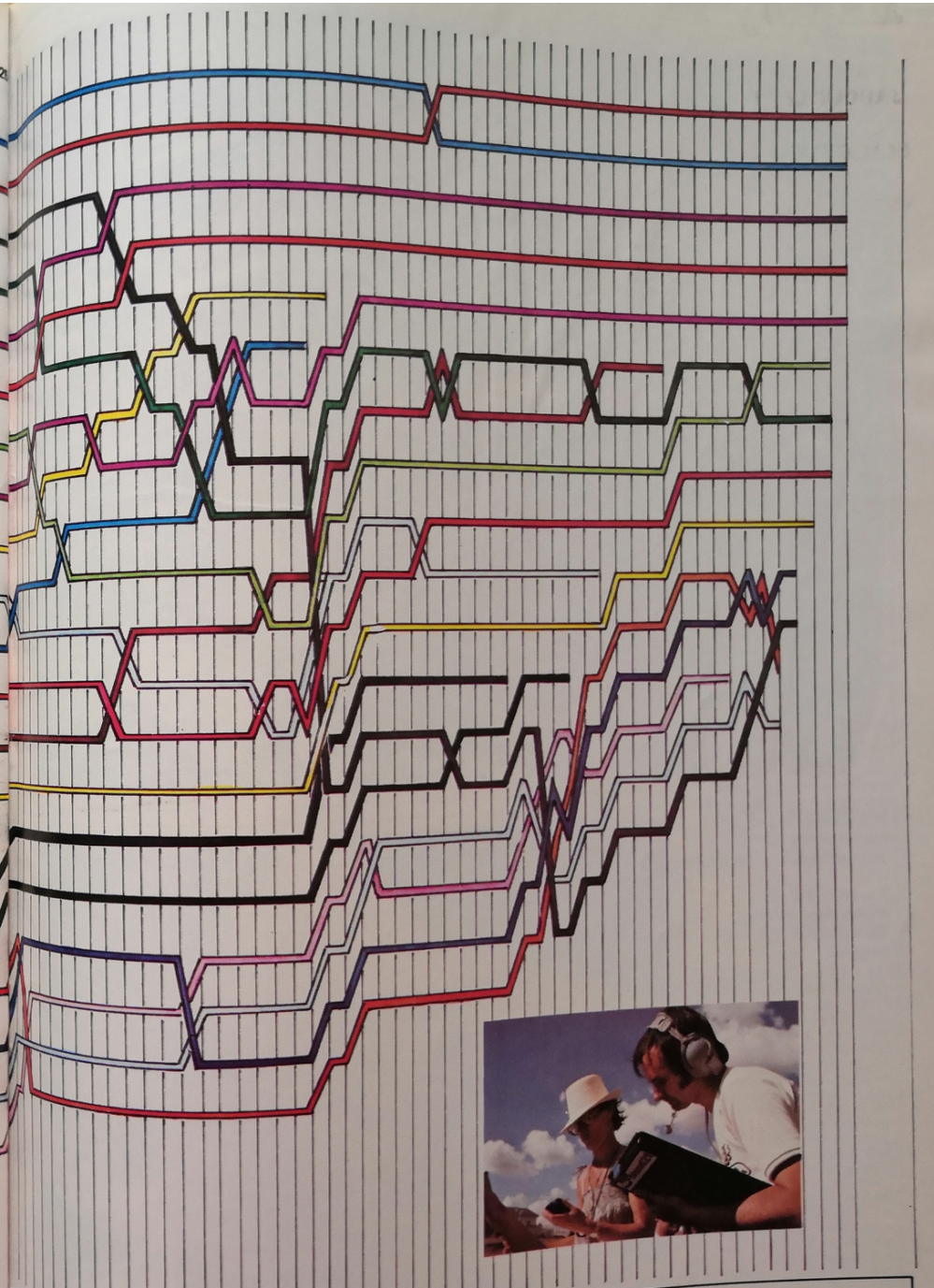
CONSTRUCTORS CUP

1. LIGIER 18 pts - 2. Lotus 13 - 3 Ferrari 11 - 4. Tyrrell 7 - 5. Mc Laren 4 - 6. Brabham et Copersucar 1.

GRAND PRIX INTERNATIONAL N° 4 WILL APPEAR ON 13TH MARCH

Lap by lap





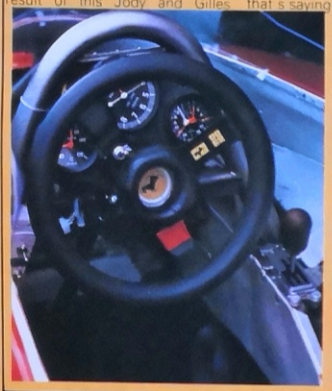
PIT STORS AND RETIREMENTS

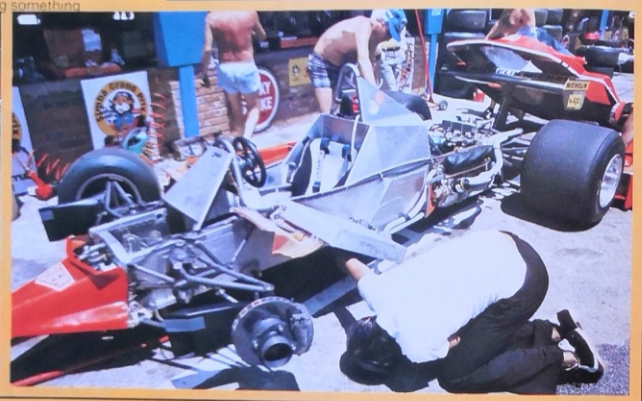
REGAZZONI: tyre change 3rd lap. **LAMMERS:** accident 3rd lap. **DEPAILLER:** accident 4th lap. **LAUDA:** tyre change 9th lap. **STUCK:** tyre change 9th lap, retirement 57th lap, brakes. **JONES:** tyre change 9th lap, accident 63rd lap (broken suspension). **REUTEMANN:** tyre change 10th lap. **HUNT:** tyre change 10th lap. **JARIER:** tyre change 11st lap. **DE ANGELIS:** tyre change 11st lap, accident 16th lap. **PATRESE:** tyre change 11st lap, front left hand tyre changed 38th lap. **WATSON:** tyre change 11st lap, retirement 61th lap (metering unit). **ANDRETTI:** tyre change 12th lap. **LAFFITE:** tyre change 12th lap, accident 45th lap (puncture). **REBAQUE:** tyre change 12th lap, blown engine 71th lap. **PIRONI:** tyre change 13rd lap, broken accelerator cable 25th lap. **FITTIPALDI:** tyre change 13th lap, change ot front tyres 61st lap. **MAS:** tyre change 13rd lap. **JABOUILLE:** tyre change 14th lap, retirement 47th lap (valve spring). **VILLENEUVE:** tyre change 15th lap. **ARNOUX:** tyre change 15th lap, puncture 67th lap. **TAMBAY:** front left hand tyre changed 45th lap, rear left hand tyre changed 59th lap. **SCHECKLER:** tyre change 53rd lap.

SEFAC FERRARI

Ferrari 312 T4/038: Jody Scheckter (SA)
Ferrari 312 T4/037: Gilles Villeneuve (C)
Ferrari 312 T3/033: Reserve

The South African Grand Prix saw the victorious debut of the T4 Ferrari. Jody Scheckter and Gilles Villeneuve took advantage of Michelin's qualifying rubber and their longevity to install themselves, from the Thursday morning session onwards, in second and third places in the provisional hierarchy, positions which they were to hold onto until the end of practice. As a result of this, Jody and Gilles spent most of their practice carrying out tyre testing, and running with various aerodynamic settings, even to the point of running without the front wing which gave the front of their cars a bizzare appearance. It looked like the end of a sausage sticking out of a sandwich, or a kind of hot dog! Gilles however lost the whole of the last session as a suspension linkage had begun to let go. We now know what happened in the T4 race. Jody, thanks to his choice of tyres, deserved to win ... up to the moment when he blocked his wheels and flat spotted his tyres. Thus Gilles carried off a deserved win at the end of a race in which he combined pananche and wisdom. Truly a great champion, who is without doubt Scheckter's equal and that's saying something.





RENAULT-ELF

Renault RS 02: Jean-Pierre Jabouille (F.)
Renault RS 03: René Arnoux (F.)
Renault RS 04: reserve.

A weekend of hope and disappointment for the Renault team. First of all hope born from Jean-Pierre Jabouille's pole position. An historic date for Gérard Larousse's team which for the first time was the quickest in practice. Jabouille was the only one to worry the Ferraris during the first two laps. After the restart he was unable in the rain to hold back the red tide, but a broken valve spring deprived him of a probable fifth place.

Arnoux was robbed of sixth place when his tyre punctured on the debris of Alan Jones' Williams. René continues to adapt remarkably well to the turbo engine, and it should be noted that he was the fastest during Saturday morning's untimed practice session. One day he's going to go very quickly.

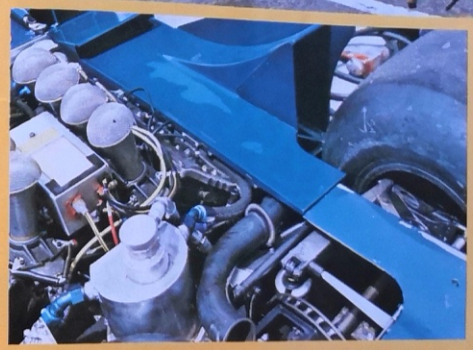
TEAM TYRRELL

Tyrrell-Ford 009/3: Jean-Pierre Jarier (F)
Tyrrell-Ford 009/02: Didier Pironi (F)
Tyrrell-Ford 009/01: Reserve

Three 009s were present at Kyalami. Jarier's old car, with its monocoque straightened out after South America, was from now on the reserve car in place of the old 008. Thus Jean-Pierre had a completely new car, which had not even turned a wheel before its arrival in South Africa. Didier Pironi had the same car as for the first two Grands Prix but it had also been straightened out repairing the damage caused by the Buenos Aires pile-up: the flanks of the three cars were modified in the Ligier fashion.

The week-end began rather badly for Jean-Pierre Jarier who had continual fuel pressure problems. Several times his mechanics thought they had found the solution but each time he started off again, Jean-Pierre realized that the engine was still cutting out, either on the straight or in the corners, or both. He was very disappointed about this. ***"I needed to do a lot of laps to run in and to set up this car as it's a completely new one"***, he complained. Finally on Friday morning the mechanics put their finger on the problem, the fuel pumping system in the tank had gone wrong, and a piece was moving about. Things were put right for the final qualifying session and this got Jean-Pierre really going, he went from the 16th to the 9th place on the grid and felt that his car could put up a really good performance in the race.

"Never mind the practice position", he said with a certain wisdom. ***"It's the race which counts, and I know now that my car's going well. Of course if I'd managed to have four days normal practice, I would have get under 1'12".***



But during Friday's untimed session I got round in 1'13"9 with hard tyres with my engine still missing; it's a pretty good time taking these conditions into account. I know things are going to go well in the race."

And in fact, things went well in the race for Jean-Pierre. ***"I had the hardest race of my career"*** he said afterwards. "Godasso" in fact had to fight off the attacks of Andretti who was an ever present menace apart from the end of the race. Fourth then third at the beginning of the race Jean-Pierre slipped down to the twelfth spot and then climbed back to third. He had not scored any points in the World championship for two years.

Didier Pironi was less lucky than his team-mate. If on Thursday he was sixth fastest, he was not all satisfied with his car. ***"I've three small problems"***, he explained. ***"a little understeering at the entry to tight corners, a bit too much oversteer on acceleration, and a brakes problem; the front brakes are heating up and they're a little too strong at the rear. However, compared with this morning my car's going better. I've fitted softer springs on the front."***

He had a more difficult day on Friday. He lost the morning session because of a broken shock absorber support. In the afternoon he left the track at very high speed. A badly fixed rear wheel was probably the cause, the hub carrier broke and the wheel parted company with the car when Didier was doing about 230 km/h. As his car was beyond repair he started in the reserve in spite of considerable pain in his ribs. At odds with a car which was suffering from acute oversteer, and which he had no time to set up during the warm-up, he fell back down the field during the race before returning with a broken accelerator.

MARTINI RACING TEAM LOTUS

Lotus-Ford 79/5: Mario Andretti (U.S.A.)
Lotus-Ford 79/2: Carlos Reutemann (Arg.)

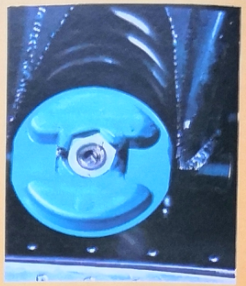
Classed fourth and fifth at the end of the race, and showing get again, the reliability of their cars, Mario Andretti and Carlos Reutemann did not, strictly speaking, have an easy week-end. At no time did they manage to get their 79s really competitive. On Wednesday during untimed practice Mario and Carlos suffered directly opposed problems, one's car was understeering and the others oversteering. Both of them mitigated these problems afterwards but they never really made it into the front runners during practice. In fact the 79s seemed to have problems putting the power down in the circuit's medium speed corners.

During the race Mario's and Carlos' task was not any easier. The American Italian although changing his engine after the warm-up (he was loosing 800 rev/s on the straight) did not have the best Cosworth in the world. Besides this the car was understeering in the right hand corners its rear left hand type being over inflated. Nevertheless Mario managed to battle it out with Jarier for a good part of the race, before falling back because of defective brakes. It was when Jones attempted to do and "about-turn" in front of him that Mario lost contact with the Tyrrell.

Carlos was handicapped by his brakes from his first laps onwards. He was obliged to pump them on the straight in order to be able to slow down before Crawthorne. The Argentinian was one of the drivers who lost the most time through changing tyres in that it took his mechanics 40" to change his four tyres. When he started off again on lap 13 he was 20th. Many other cars stopped afterwards and Carlos picked up many places quite easily. However he had to let Jabouille past and then fight off Laffite before the latter left the track. After the race Carlos was somewhat upset about his pitstop.

LIGIER-GITANES

Ligier-Ford JS II/02: Jacques Laffite (F.)
Ligier-Ford JS II/03: Patrick Depailler (F.)
Ligier-Ford JS II/01: reserve



And great was the fall thereof! The South African stage will have bitter memories for Gérard Ducarouge's troops, all the more so as it takes the place of the intoxication of victory. In fact an analysis shows that the JS IIs have lost nothing of their qualities in the space of three weeks. OK, so they were only on the third row but, if one can believe their drivers they missed the front row by a whisker. Jacques and Patrick said they had been held up on their fastest laps. They both felt that Jabouille's times was within their reach, and they waited for the race full of confidence, very satisfied with the balance of their cars, which each one had set up according to his taste. *I can't drive a car set up by Jacques"* said Patrick. *"We have completely different driving styles, he goes into corners much earlier than I do."*

Patrick, after making a complete mess of his first start, had the wise idea to restart on slicks. It was the best choice, but Patrick did not benefit from it. He began with a spin and left the track for good on lap four.

Jacques starting on wet tyres, came back up very quicly after his tyre change. Ha was really giving Reutemann a hard time when he had a puncture, and left the track in his turn. A tough day for the blues.

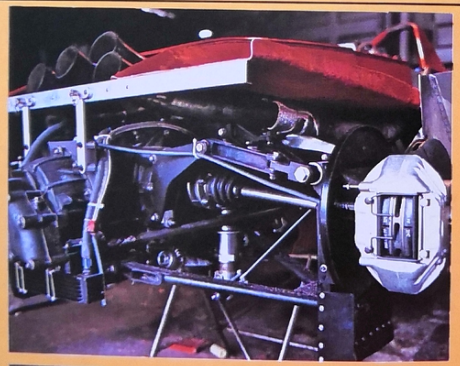
PARMALAT RACING

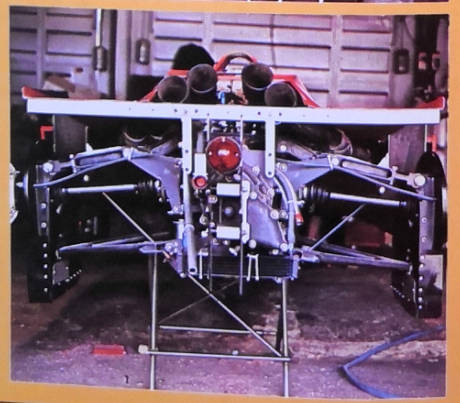
Brabham-Alfa Romeo BT 48/2: Niki Lauda (A)
Brabham-Alfa Romeo BT 48/3: Nelson Piquet (Br)
Brabham-Alfa Romeo BT 48/1: Reserve

Niki Lauda made no attempt to hide his smile after the pre-race practice sessions which had underlined the progress made by the BT 48 thanks to Gordon Murray's amazing work. When we asked Niki if Gordon has had the time to rest after the Brazilian Grand Prix , he replied, ***"no, he didn't rest, and he musn't rest. He must be kept under constant pressure so that he'll progress more and more."*** Gordon however had a less cadaverous air about him than in South America, and looked better. ***"it's normal"***, he said, ***"whereas we were a bit in the dark at the beginning, we're beginning to see the light at the end of the tunnel. The BT 48 is becoming competitive, and I'm looking forward to the next circuits, Long Beach and Jarama in particular, where I know that the car will be very much at home. I'm feeling a lot better myself. Courage is creeping back."***

The BT 48 had greatly evolved since Brazil with new front and rear suspension geometries, new lower wing profiles Ligier style, modified skirts, as well as oil and petrol circulation systems. The cars were running without front wings (having enough grip in the corners) to improve straight line speed. The front of the Brabham showed a tendancy to squat and Gordon Murray did not hesitate to pierce the skirts to reduce the ground effect a little. On Friday morning Niki tried carbon fibre discs but quickly went back to steel discs.

Fourth fastest in practice and first of the Goodyear runners, Niki started in the reserve but was handicapped by his car's oversteer, succeeding however in giving the Brabham Alfa its first point of the season. Nelson Piquet finished just behind him, after having taken the gamble of starting on slicks on the wet track at te restart. The Brazilian was losing power at the end because of a broken exhaust.





MARLBORO McLAREN

McLaren-Ford M 28/2: John Watson (G.B.)
McLaren-Ford M 28/3: Patrick Tambay (F.)
McLaren-Ford

Nothing is going right for McLaren at the moment and Watson's promising beginnings in Argentina seem a long way away. Although starting off with opposite settings, John and Patrick did not manage to find a satisfactory balance during practice. It did not matter whether Watson used the rear wing of the M 28 on the smaller one of the old M 26; the situation did not improve. Tambay tried the no downthrust approach trying his radically new M 28 without front wings and with a very much lowered rear wing... but he did not gain in straight line speed or in putting down the power. What then? Well it seems that the McLaren's main problem is their weight, which is around 640 kilos or 70 kilos too much. Besides this the width of the streamlining is not made to improve straight line speed.

Whereas Watson was never very high up in the classification retiring because of a faulty metering unit on the 63rd lap, Tambay because of his brave gamble got right up to the front. Managing to put in a marvellous drive on the wet track with his slicks he took advantage of the others pit-stops to get up to the third place. Unfortunately during a skid at the beginning of the race Didier Pironi had damaged the front wing of the McLaren which began to understeer violently when the track dried out. Patrick stopped to change his front left-hand tyre, but the merchanics changed the rear left-hand one. He stopped a second time to change his four tyres, which gained him a second and a half per lap but his hopes for a good placing had evaporated.

OLYMPUS WOLF

Wolf-Ford WR7: James Hunt (G.B.)

On Thursday afternoon Peter Warr said he was satisfied, with intermediary tyres James Hunt had lapped at more or less the same speed as Andrettis Lotus, which was very encouraging after the difficulties of the first two races. Before going on to South Africa, the Wolf team had spent two days doing wind tunnel work, following which the load bearing side pods had been completely redesigned with what appeared to be a certain degree of success.

"I find that the car holds the road a lot better. The car's balance has improved and it's putting down the power a lot better," James Hunt declared. On Thursday his practice was upset by dutch problems, and on Friday by brakes. And above all, the Wolf suffered from excessive over-all downforce which made it one of the slowest on the straight, exactly where it is necessary to go quickly at Kyalami. Wolf did not have smaller rear wing and Hunt had this problem hanging round his neck the whole weekend. During the race James climbed up to eight place, finishing a race for the first time in the WR7 in spite of vibrations at the rear.

COPERSUCAR

Copersucar F6/1: Emerson Fittipaldi (Br.)
Copersucar F5 A/2: reserve

Since its fleeting appearance at Interlagos the new Copersucar had evolved above all from a mechanical point of view,notably the cooling system. If the F6, in comparison with its rivals, seemed to be making progress during pre-race practice, Emerson nonetheless knew that there was still a lot of work to be done to make it really competitive. *"The same thing is happening to me as to Niki, namely we have to try to understand the right direction to go in. We're getting down to the problem. I still have a lot to learn about the F6 and that's why I really want to use it in the race. The more I drive it, the more useful information I'll have. I prefer having no chance in the race and picking up experience with the F6."*

Although 4 laps behind at the finish (because of two tyre changes) Emerson had attained his objective which was to increase his knowledge of the F6. A wind tunnel programme is scheduled between now and Long Beach but it is from a mechanical point of view that the new Copersucar must evolve as its rear suspension showed a deficiency. Following this, mechanical and aerodynamic research can go on together.

WARSTEINER ARROWS

Arrows-Ford A1 B/1:
Ricardo Patrese (I.)
Arrows-Ford A1 B/3:
Jochen Mass (Ger.)
Arrows-Ford: A1 B/2:
reserve

Although the Arrows use ground effect to a certain extent, they are in the same situation as the Williams, out-dated. In South Africa they had only slightly evolved, with an additional strut inthe tub and new suspension, theoretically stronger than the previous one which had the annonying habit of breaking at Interlagos.

In fact Ricardo Patrese had a new chassis after the Buenos Aires accident. At the first start his clutch seized which started him off at the back of the field. He then had an overextended pit stop to put on his slicks, and he stopped again on lap 40 to change his left hand front tyre.

When we met Jochen Mass after the race he said ironically *"It was tremendous. Everything went well."* He then became serious and explained his problems. *"It was the road-holding which caused me the greatest worry. Before the tyre change, the car was understeering, and afterwards it oversteered."*

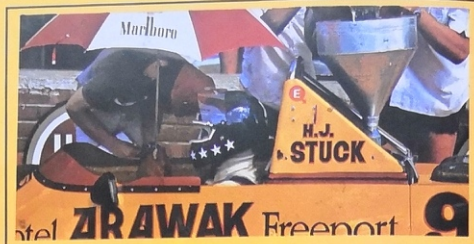
SAUDIA WILLIAMS

Williams-Ford FW 6/05: Alan Jones (AUS)
Williams-Ford FW 6/03: Clay Regazzoni (SW)
Williams-Ford FW 6/04: Reserve

"The cars are going well", said Clay Regazzoni. ***"We set them up quickly, they're not slow along the straight, but the drama is that we're lacking downforce to go quickly in the corners. No matter what we do, that won't really change anything; we haven't got wing car.*** The Swiss summed up the present situation of the Williams team which is waiting for its new car. The first example will be entered at Long Beach.

Clay was obliged to start in the reserve as the engine on his race car had given up the ghost and there was insufficient time to change it. In a body set up car with only the engine working properly Rega did what he could and came in 10th. He had stopped one lap after the restart because of an assymetrical rear tyre, but his mechanics unsunderstood the reason for this pit stop and fitted four slicks. This, Clay accepted with resignation!

Alan Jones had no more luck. At the moment when he was in 10th place in front of his teammate on the 65th lap, his suspension let go and Alan did a number of impressive wobbles before finally leaving the track, he was doing more than 200 km/h.



ATS WHEELS

ATS-Ford D1/04:
Hans Stuck (Ger.)

Hans Stuck was back to his old form the car he was driving at Kyalami was completely new and seemed to have been considerably improved from a rigidity point of view, thanks in particular to the adjunction of additional struts at the front and at the roll-bar. Fred Opert, the new ATS team manager, had improved the accessibility at the front and the anti-roll bars. *"It's a gain in time for the mechanics,"* he explained. Hans Stuck no longer recognized the behaviour of his single-seater. *"The front end is much better. I've almost got the impression of driving a servo assisted touring car. In fact the monocoque is much more rigid, the difference is very clear. Before the steering was too heavy. It was difficult to concentrate."*

Everything was not yet perfect on the ATS and in particular the brakes. They kept on getting worse and Hans, after a hard fought battle with Piquet and Patrese, left the track.

SAMSON SHADOW

Shadow-Ford DN 9/2 B:
Jan Lammers (H.)
Shadow-Ford DN 9/3 B:
Elio de Angelis (I.)

Elio de Angelis and Jan Lammers whose cars had been modified around the side pods (Ligier inspiration again) both left the track. Much was expected of Lammers who was king last year in the wet in Formula 3. He did not get beyond the first lap of the restart. Elio de Angelis was 15th when he ran off the track at Crawthorne, not before he had given a good demonstration, however.

TEAM REBAQUE

Lotus-Ford 79/1
Hector Rebaque (Mex.)

After good practice sessions, Hector Rebaque tangled with Lammers on the first lap of the restart. While the Dutchman remained on the spot the Mexican continued but retired on the 73rd lap with a blown engine.

MERZARIO

Merzario-Ford A1B:
Arturo Merzario (1)

Considerable modifications to the Merzario which, from now on, has practically everything necessary for a wing car (lower load-bearing structure, skirts, radiators in the flanks, close packed exhausts) except for the narrow tub and real load-bearing side pods. Because of a blown engine on the Thursday and a lack of speed on the Friday Arturo did not manage to qualify.

TEAM ENSIGN THEODORE

Ensign-Ford MN 179/1:
DEREK DALY (Irl.)

Very quick in a straight but very slow in the corners the new Ensign still has to show its potential. Continual problems with brakes and fuel pressure prevented the courageous Daly from finding a place on the grid.

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